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USSR Report

TRANSPORTATION

No. 61



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AIR

SOLE AVIATION INSTITUTE FOR CENTRAL ASIA IN FRUNZE

Moscow VOZDUSHNYY TRANSPORT in Russian 22 Sep 81 p 3

[Article by A. Karyshkulov, manager of the Science and Educational Institutions Section of the Kirghizia Communist Party Central Committee: "The School Looks into the Future"]

[Text] Prepare for a Worthy Change

Popular wisdom has it: "A horse is a man's wings." That is how it was before. The present has given Kirghizia new and mighty wings. Civil aviation has entered our republic's life firmly and become an integral part of its economic activity. Airplanes and helicopters with Aeroflot's blue emblem now fly to the republic's most remote corners; they haul passengers and cargo; they deliver geological parties to mountain regions, and they administer chemical treatment from the air to kolkhoz fields, pastures and vineyards.

The burgeoning development of aviation haulage in Kirghizia necessitated the creation of one more Aeroflot training institution—the Frunze Aviation-Engineering School for Civil Aviation.

The school is young but in the 8 years of its existence it has achieved definite successes. Today it can be said with confidence: the difficulties of getting established are in the past, definite experience has been gained in training highly skilled specialists, and all the prerequisite exist for strengthening the school's supply and equipment base still more in the near future. Today, in speaking about the Frunze Aviation-Engineering School, it cannot be forgotten that it is the only civil aviation training institution in Central Asia. Young lads who have come not only from various Kirghiz oblasts but also from other Central Asian republics study here. That is why the question of creating a school of polytechnical education is raised increasingly on the agenda today. Civil aviation is being developed at a precipitate pace. New and improved airliners are going out on air routes, and airports are being supplied with increasingly complicated equipment. All this indicates that it is necessary to perfect also the training of personnel for the branch and to pay more attention to the vocational training of future ground specialists. And no little remains to be done in this field. It is still early to speak about the future specialization of the school. One thing is clear—the aviation enterprises of all the Central Asian republics require ground-services specialists, and it is desirable to train them here, in the Frunze Aviation-Engineering School for Civil Aviation.

Preparations for the restructuring of this training institution have already commenced. In the near future the school's grounds will be almost doubled, and the question of the construction of a new school building is being resolved. Because of the transfer of the airport of Kirghizia's capital to Manas, a portion of the buildings and airplane parking ramps of the old airport will be placed at the school's disposal.

Polytechnical education will also require a serious restructuring of educational work, greater attention to the selection and assignment of teaching personnel, and a review of training programs and methodology.

The 26th CPSU Congress has oriented us to direct our efforts in every possible way toward improving the quality of vocational training and political and ideological education of specialists and strengthening ties with operations and with the practical work of building communism, to constantly improve the labor and moral education of the students, and to develop their labor and political activity—and these are the things that the collective of the Frunze Aviation-Engineering School for Civil Aviation is to work on during the new school year.

11409

CSO: 1800/863

AIR

DEVELOPMENT OF CIVIL AVIATION

Moscow *Ekonomicheskaya Gazeta* in Russian No 32, Aug 81 pp 1,2

[Article: "The Development of Civil Aviation"]

[Excerpts] They intend to increase civil aviation passenger turnover by about 1.3 times in the 11th five-year plan.

In the 1981-1985 period air transport will be supplemented by the new modern Il-86 and Yak-42 airplanes and the modernized Il-62M, Tu-154B, and L-410.

An additional 16 cities will begin to take Il-86, Il-62, and Tu-154 aircraft in the 11th five-year plan.

Table 1. Growth of Civil Aviation Passenger Turnover
(in billions of passenger kilometers)

1970	.....	78.2
1975	.....	122.6
1980	.....	160.6
1985 (projected)	.....	205

The volume of air servicing operations to the various sectors of the national economy will grow by more than 20 percent.

The very important air service to the speeded-up development of the productive forces of Siberia, the North and Far East and the major construction projects will be continued.

Among all types of transport, Aeroflot is now second to the railroads in inter-city passenger turnover. Its share of this form of transportation grew from 28 to 33 percent during the 10th five-year plan. More than 80 percent of all passengers on long-distance trips use air transport.

About 500 million passengers and 14 million tons of urgent national economic cargo and mail were transported during the past five-year plan. Air transport passenger turnover increased 1.3 times. Modern gas turbine airplanes carried up to 70 percent of air traffic.

The Aeroflot airplanes, whose length is now approaching one million kilometers, connects 3,600 cities and populated points of the country and 105 foreign cities.

By the end of the five-year plan agricultural aviation aircraft had performed more than 100 kinds of jobs at kolkhozes and sovkhozes.

A characteristic feature of civil aviation development in the past five-year plan was the growth in air shipments over great distances, into the almost inaccessible areas of the country. They increased, to the greatest extent, to the areas of the North, Siberia, and the Far East, significantly exceeding the Aeroflot averages. At the end of the five-year plan a third of all air shipments and more than one half of the work on servicing the various sectors of the national economy were carried out by aviation enterprises based here. In the years 1976-1980 these areas received about 80 percent of the helicopters produced, more than half of the An-26 cargo planes, and more than 70 percent of the Il-76 cargo giants.

A large capital construction program was conducted in the industry in the last five-year plan. A total of 28 runways were newly built and rebuilt. Large modern airport terminal complexes became operational in Moscow, Tallinn, Rostov-na-Donu, Yerevan, and Magadan.

Civil aviation has now become a highly profitable sector of the national economy. The use of fixed productive capital has been improved and the specific expenditure of aviation fuel has been decreased.

The strengthening of the international position of the Soviet Union has been reflected in broadening air communications and also the economic and scientific and technical cooperation in the civil aviation field. This has been most fruitfully developed with the socialist countries.

The collectives of the Tyumen', Privolzhskiy, Georgian, Magadan, Belorussian, Tajik, Ural, and Komi administrations, the Estonian and Lithuanian republic production associations, the Odessa, Mineralvodskiy, Leningrad, Kemerovo, Sergelinskiy, Batagay, and Vladivostok aviation enterprises achieved the highest results in the concluding year of the 10th five-year plan.

New large tasks have been set for the civil aviation workers in the 11th five-year plan in accordance with the decisions of the 26th CPSU Congress. The intention is for the airlines to carry no less than 550 million passengers during the years 1981-1985. The re-equipping of the industry will be continued; the Il-86 and Yak-42 aircraft will be widely introduced, as will be the An-28 and L-410 on local lines. The wide operational use of qualitatively new radar control complexes will begin. The plan calls for the construction of airport terminal complexes in Minsk, Khabarovsk, Krasnoyarsk, Karaganda, and other cities of the country.

A major feature of the current five-year plan is a further improvement in the structure of passenger transportation. This is reflected in a considerable increase in the number of non-stop and one-stop flights. In this regard, they intend to service the national economy and population of Yakutiya and Magadanskaya Oblast essentially by fully transferring to Tu-154 planes, while they will convert to the Yak-42 in the Krasnoyarskiy Kray. Non-stop flights will begin on the Il-62M from Yakutsk, Krasnoyarsk, Noril'sk, and other northern cities into the central regions of the country, as well as to the resorts of the Crimea and Caucasus.

By the end of the five-year plan the main medium-length airlines with heavy passenger flows will be converted to the Il-86 and Yak-42. These airlines will cover more than 20 billion passenger kilometers in 1985.

Pilots will actively participate in developing the national economy of the country. Already in the current year they must do work 92 million hectares of agricultural land and perform work on servicing a number of sectors of the economy in the amount of about 14 million calculated hours. The Tyumen', West Siberian, Krasnoyarsk, East Siberian, Yakutsk, Magadan, and Far Eastern civil aviation administrations are conducting a large amount of work on servicing geologists, oil and gas industry workers, builders, public health care, the merchant fleet, and the fishing industry in the years 1981-1985.

The responsibility of the industry's workers is to achieve the more effective utilization of fixed productive capital and, primarily, its most active part--the aircraft and helicopter fleet.

Table 2. Growth in Work Volumes for the Air Servicing of the National Economy (1970 = 100 percent)

1970	.....	100
1975	.....	159
1980	.....	248
1985	.....	304
(projected)		

There is something to be worked on here. Far from all of the aviation enterprises were able in the last five-year plan to fulfill the tasks in the number of hours calculated per airplane. Individual enterprises even lowered the flight productivity level. To eliminate these shortcomings we must take a new large step to increase production effectiveness in Aeroflot and, in the final analysis, to improve the servicing of the national economy and the population by air transport. The civil aviation scientific research organizations have a significant role in solving this problem.

The present five-year plan is a period of great construction. The main task here is the renovation of existing and the putting into operation of new runways capable of handling large aircraft. The through-put capacity of air terminals will grow by 12,000 passengers an hour.

The successful fulfillment of the planned tasks depends mainly on the economical expenditure by Aeroflot of fuel power resources and, primarily, aviation fuel. Definite results were achieved in this area during the last five-year plan--the specific expenditure of fuel per transportation work unit was decreased by 1.7 percent. In the next few years it is necessary to take further measures for its zealous utilization. The decree of the CC CPSU and the USSR Council of Ministers "Strengthening Work on Saving and Efficiently Using Raw, Fuel Power, and Other Material Resources" obliges the pilots to do this.

The key to reserves in the work on optimizing flight cruising speeds with the aim of lessening the hourly consumption of fuel. Strengthening the stimulation of personnel to save fuel power resources also plays an important role.

The wide introduction of modern simulator training equipment will allow a significant decrease of fuel expenditure in training personnel. A decrease, for example, by one half of the number of training hours will permit the freeing up and redirection into passenger transport of tens of thousands of tons of aviation fuel.

An increase in fuel utilization effectiveness is linked with the constant improvement of existing aviation equipment. Thus, equipping Il-62M airplanes with more economical engines has made it possible to not only lower the hourly expenditure of fuel by 14 percent but also to shorten the number of intermediate (technical) stops for re-fuelling them. This leads to a further fuel savings since any landing of a plane leads, in the first place, to an increase in the time it is in the air and, secondly, fuel consumption is at maximum during take-off and climb. The elimination of intermediate stops is a direct improvement in passenger service efficiency and in increasing flight regularity.

All Aeroflot aviation enterprises are faced with the task of strengthening cost accounting and economy in the current five-year plan.

The civil aviation workers are competing with great enthusiasm for the successful fulfillment of the tasks of the first year of the 11th five-year plan. The planned tasks and socialist commitments made have been realized during the first half-year of 1981 for all of the main and a majority of the calculated indicators. This has been achieved by all of the industry's administrations and associations.

Air transport has carried 50 million passengers--5 percent more than in the first half-year of the last five-year plan. The increase in passenger turnover has amounted to 8 percent, and the work on servicing the sectors of the national economy to 9 percent. The aviation enterprises in the northern and eastern regions of the country have developed the greatest growth rates.

The tasks of the five-year plan exceed the work volume growth rates achieved. The specific results on hand in increasing production effectiveness are the following: the use of the passenger capacity of airplanes on main and local airlines has been increased in comparison with the corresponding period last year, and the specific consumption of aviation fuel has been decreased. Regular international flights have begun to Berlin on Il-86 aircraft and to Prague and Helsinki on Yak-42's.

At the same time, civil aviation workers realize that the main volume of work, and this is one of the features of air transport, is still ahead of them. They must fulfill about 60 percent of the yearly passenger turnover in the second half-year. The industry's workers have met fully armed the intense period which has set in. The maximum repair of aviation equipment has taken place, the fuel reserves in a majority of airports have been brought to a normal level, and the necessary aircrews have been trained.

However, there are still big unresolved problems. The readers of *MONDNIKESLAYA GAZETA* in their letters often make just charges against Aeroflot. Indeed, passenger service management at some airports and agencies has a number of flaws. Disruptions of air traffic schedules and crowds during the registration and landing of passengers are at times permitted and lines have not been eliminated at the airplane ticket purchase areas. The information and reference service also operates with inadequate efficiency.

Therefore, the pilots today have no more important a task than to provide exemplary passenger service. All of the organizational and mass political work and the widely developing socialist competition in the industry for converting Aeroflot into the standard for transportation must be aimed at this. It proceeds under the inspiring motto of the 11th Five-Year Plan: "To work more efficiently and with more quality."

8524

CSO: 1829/362

AIR

NEW MI-17 HELICOPTER AND ITS PROSPECTS

Tallinn RAHVA HAAL in Estonian 24 Jul 81 p 3

[Article by J. Smirnov: "Helicopter MI-17 and Its Prospects"]

[Text] At the 34th international aeronautics and space exhibition held at Le Bourget airport, the Soviet section included the new helicopter MI-17, developed under the direction of aeronautical constructor M. Tishchenko. The new helicopter resembles the well-known MI-8 in its construction characteristics and basic attributes--these include first of all reliability, broad application, and the ability to start and land in areas lacking specific service applications. At the same time it has considerably improved technical flight capabilities, thanks to the latest achievements of science and technology. Foremost, the new helicopter has a greater speed--up to 250 kilometers per hour, a higher flight ceiling (maximum height for flying) of 5,000 meters, and a greater range--up to 950 kilometers. MI-17 has been designed primarily for freight transport; it is capable of carrying up to 4 tons of freight in its cabin and up to 3 tons outside the helicopter in suspension. To facilitate the exploitation of the freight sling, it has been furnished with an implement that ascertains the load weight. The freight compartment, furnished with heating and ventilation facilities, has seats for 24 persons. In case of need there is space there for 12 litters and the necessary medical facilities.

Thus the MI-17 can be used for passenger hauling, rescue missions in flooded areas and at sea, for forest fire fighting, as well as for providing service to oil and gas and geological expeditions.

The new helicopter has a pilot and navigation complex and an auto-pilot that enable it to fly at any time and in all weather conditions. Flight safety and reliability is further enhanced by effective systems that eliminate icing and danger of fire.

The crew of the MI-17 consists of two persons, but the cabin also has a swing seat for a third one who can be taken aboard to accomplish specific flight missions.

Soviet specialists are of the opinion that the new helicopter MI-17 will, like the MI-8, be extensively used in the national economy, especially in the intensively exploited areas of Siberia, in the construction of pipelines and in difficult traffic conditions and harsh weather, wherever the use of such giants as the MI-10K and MI-26 is not indicated. For example, in the installation of 2-2.5 ton parts the use of MI-17 is at least two to three times cheaper than that of the heavy helicopters. This is in complete accord with the decisions of the 26th CPSU Congress that provide for an increase in the economy and efficiency of Soviet civil aviation.

MOTOR VEHICLE

KIRGHIZ MINISTER OUTLINES PROBLEMS IN MOTOR TRANSPORT

Frunze SOVETSKAYA KIRGIZIYA in Russian 4 Sep 81 p 2

[Article by K. Orozaliyev, Minister of Motor Vehicle Transport and Highways of the Kirgiz SSR: "The Transportation Conveyor: Where Are Reserves to be Sought?"]

[Text] From morning until evening the telephones are not silent in the ministry's office. The representatives of various departments request, demand vehicles for the shipment of freight. Moreover, as many as possible and as quickly as possible.

They can be understood. The harvest work is at its height. Forty percent of the truck pool is engaged in taking out the harvest. Naturally, the transportation conveyor has begun to miss in the cities of Frunze, Oshe, and in the rayons of republic subordination. An especially tight situation has developed in trade organizations and at the enterprises of the construction materials and food industries.

During the busy time the same thing happens every year. The planned use of motor vehicle transport is violated, hauls deteriorate in quality and become more expensive, and delivery schedules are not met. In a word, all of the branches of the economy suffer. Yet, if the ways of developing transportation in certain areas of the republic were to be correctly chosen and if existing reserves for its efficient use were to be put into action, these costs could not only be alleviated, but completely eliminated.

Economic analysis shows that it is necessary to begin with the creation of conditions for the preferential development of general use transportation and with increasing its proportion in hauls.

Here are some figures. General use transportation whose carrying capacity is less than 27 percent of what exists in the republic performs more than one-third of the total hauls and 40 percent of the freight turnover. Its output is twice as high and its cost is 1.5 times less than in departmental motor vehicle transportation. In other words, if the departmental motor pool were to achieve the same indicators, the expenditures for truck hauls in the republic would decrease by 85 million rubles.

Unfortunately, in recent years the departmental pool has tended to grow. To halt it means to ensure one of the chief directions of technical progress in this in-

portant branch of the economy.

The very system of general use transportation also requires improvement. Take, for example, a problem like the development and siting of motor vehicle enterprises. This process has been occurring spontaneously. Administrative division has served as the chief criterion. Rolling stock has been assigned to motor vehicle enterprises without regard to the amounts and directions of freight turnover. Yet, the republic's economic zones differ sharply from one another. In order to achieve proportionality between production and transportation it is necessary first of all to study freight flows.

The Essyk-Kyl'skiy and Narynskiy economic transportation areas with their center in the city of Rybach'yem require especially careful attention and study. Around 18 percent of the republic's freight turnover is accounted for by motor vehicle transport here. On account of the inefficient siting and use of the local pool a substantial amount of the freight is delivered by the motor vehicle enterprises of the city of Frunze and of rayons of republic subordination.

But the mere desire to untie this tight transportation knot is insufficient. As calculations show, it is necessary to organize a new motor vehicle enterprise for 450 trucks in the city of Rybach'yem. In addition, it is necessary to create a production base for repairing the trucks and to show concern for the cultural and domestic conditions of the drivers. We hope that the republic's Gosplan will find the means for these purposes.

The procedure for planning hauls and also for evaluating the work of motor vehicle enterprises requires improvement. It is very important to do away with so-called planned fulfillment by basic clients.

Today we serve more than 50 ministries and departments and 20 of them comprise the basic clientele which accounts for 85 percent of the hauls. It is no secret that in pursuit of bonuses, some motor vehicle enterprise directors try to "stretch" the plan for "gross output" and basic clientele. As a result, the ministry as a whole also copes with these indicators. However, hidden behind the happy picture is the nonfulfillment of the freight delivery plan to the organizations of the Ministry of Construction, Ministry of Water Resources, Ministry of Industrial Construction Materials, Gosstrib, and many others. The Northern Production Motor Vehicle Trust (manager--K. Boobekov), for example, did not fulfill its plan for 18 ministries. In addition, at the Bystrovskiy Motor Vehicle Base which is subordinate to the trust of the 1,295,000 tons of freight hauled this year, almost half is accounted for by organizations which are not even named in the plan. Such are the results of chasing after "gross output."

The efficiency of motor vehicle transport could be substantially increased if full use were to be made of truck trailers, and also if empty runs were eliminated.

The solution of the first problem depends entirely upon us ourselves.

It is more difficult, however, to solve the second problem. The fact is that the

delivery of freight, as a rule, is planned in a single direction.

The workers of the State Automobile Inspectorate of the Ministry of Internal Affairs of the Kirgiz SSR are doing much work to discover vehicles which travel over long distances without freight, and they inform us of this. However, it is not always possible to know from the information whether the vehicle had been traveling empty over the entire route or only part of it, and, consequently, it is difficult for us to arrive at an idea of the possibilities for preventing such cases. I would think that the work of the State Automobile Inspectorate would yield a greater effect if when empty trucks are detained the date, time, and detention point were indicated in the documents.

The ministry, for its part, is also taking measures to regulate the workloads of incidental transport. Dispatcher-control points will be operating round-the-clock on the basic roads and at the approaches to large cities. Information about the existence of incidental freight will become more current.

The freight haul contract serves as one of the basic documents which regulates the relationships between motor vehicle enterprises, freight shippers, and freight receivers. Unfortunately, many motor vehicle enterprises do not stipulate in them the organization of hauls with regard to local conditions. In particular, the operational regimen of clients in receiving and delivering freight, especially during the second shift, and Saturdays and Sundays. And these are those very "hot points" at which we lose a great deal from idle time. The centralized shipment of metal from the base of the "Kirgizmetalloznabsbyt" administration is especially poorly organized.

And it is completely impermissible that not more than 40 percent of capacity of our motor vehicle transportation is being used to carry this year's harvest. This is especially characteristic for the farms of Narynskaya and Issyk-kyl'skaya oblasts. For example, on the sovkhoses imeni Dzerzhinskiy, "Put' Il'icha," and "Dzhergalan" in Ak-Suyskiy Rayon, on the sovkhos imeni the Leninskiy Komsomol in Ryupski Rayon, and on the sovkhos "Ak-Terek" in Dzhetty-Oguzski Rayon 75 trucks have hauled 13,000 tons on hay, instead of the planned 29,000 tons. The trucks were able to perform only two to three runs over a distance of 10 kilometers, instead of 10 to 15 runs. Above-norm idle time exceeded 3,000 machine-days.

Yet, there are instructive examples of the highly efficient use of both enlisted transport and local transport. Many drivers, for example, ask to be assigned to the kolkhoz "Kommunizm" in Dzhetty-Oguzski Rayon which is headed by the Hero of Socialist Labor A. Yumatova. And this is no accident. Good living conditions have been created here, hot meals are provided on time, and the vehicles are used sensibly.

And the kolkhoz imeni Frunze in Tyupski Rayon which is directed by S. Gnidenko has been managing for six years now with its own transport. It would be good to count up how much has been saved as a result of this, and to acquaint the leaders of other farms with the result. Perhaps they will want to make use of this valuable experience.

Frequently our vehicles are used inefficiently at the enterprises of the food industry. On account of the poor organization of loading and unloading work the trucks regularly stand idle.

It seems to us that it would be useful for the Ministry of Food Industry and the Ministry of Trade to organize centralized points for the reception of mineral water and packing.

A great deal now depends upon the work of transport: both the fate of the harvest and the fulfillment of the planning assignments by industrial and trade enterprises. It is important for all of the reserves for increasing the efficiency of its use to be placed at the service of the five-year plan.

2959

CSO: 1800/869

RAILROAD

PROGRESS, PROBLEMS OF BAYKAL-AMUR MAINLINE REVIEWED

Deputy Minister Interviewed

Moscow KOMSOMOL'SKAYA PRAVDA in Russian 29 Apr 81 p 2

[Text] The Five-Year Plan Program--To begin operation of trains over the entire length of the Baykal-Amur railroad Main Line [BAM]

(From the "Basic Directions of the Economic and Social Development of the USSR in the 1981-1985 Period and in the Period up to 1990")

What the Mainline Teaches--The mobile correspondence point of KOMSOMOL'SKAYA PRAVDA on the BAM has completed its work. Our correspondents carried out a final interview with the chief of Glavbamtroy [Main Administration of BAM Construction], Deputy Minister of Transport Construction USSR K. V. Mokhortov.

[Question] Konstantin Vladimirovich, six years ago you gave one of the first interviews for KOMSOMOL'SKAYA PRAVDA. You will recall the conversation was entitled "Reaching the Frontier." Today when many of the frontiers of the mainline have been conquered, may we recall who forged these victories?

[Answer] Since the beginning of the construction on the mainline and its approach lines we have laid more than 2,700 kilometers of main, station and secondary tracks on which operational train traffic is in progress. For many young men and women the BAM has become a school for shock labor. And not just labor. We have seen generated here such concepts as BAM character and BAM endurance. One of the best units in the central sector of BAM is the Komsomol youth brigade of the Tyndatransstroy [Tynda Transport Construction Trust], a brigade headed by Lenin Komsomol Prize laureate Vladimir Stepanishchev. The youngsters fulfilled the assignment of the 10th Five-Year Plan in three years. This collective is exceeding the shift assignment by 50 to 100 percent and it is performing work of consistently high quality.

Displaying an example of excellent work are the complex brigades of Aleksandr Bondar', Valentin Shpen'kov, Mikhail Rad'kov, Vladimir Khromov and many others. The people and their skill have developed during these years. Known far beyond the

boundaries of the construction project are the names of Hero of Socialist Labor, former brigade leader and now deputy chief of a construction and installation train Vladimir Grigor'yevich Novik; and commander of the detachment imeni 17 S'yezda Vksm and leader of a track installation brigade Hero of Socialist Labor Viktor Ivanovich Lakonov.

More than 40,000 persons are participating in just the BAM competition for a communist attitude toward labor. Substantial help in the achievement of high production indicators has been given us by the republic and oblast Komsomol organizations which look after the BAM.

[Question] Becoming popular is the saying "The whole country is building the BAM." Its chiefs are taking part in the construction of many railroad stations. How are they helping to build the mainline. What experience have they acquired?

[Answer] Hundreds of different enterprises are sending their output to us. The Kuznetskiy Metallurgical Combine sends rails and the plants of Moscow, Minsk, Kremenchug and Naberezhnyye Chelny large trucks. Excavating machines come from the Voronezh and Chelyabinsk plants and bricks from the enterprises of Amurskaya Oblast. In the construction of the mainline a great deal of help is also being provided by the parent organizations of our country's republics, krays, oblasts and cities.

We are particularly grateful to the construction workers from the patron Moscow organizations which are erecting the fine structures in the BAM capital--Tynda. Building successfully at Severobaykal'sk are the parent organization workers from Leningrad. Doing a good job are the builders' collectives of Ukrainian, Moldavian and Georgian SSR's, the Stavropol'skiy and Krasnodarskiy krays, and Sverdlovskaya, Moskovskaya and Volgogradskaya oblasts. The parent builders from Voronezhskaya and Gor'kovskaya oblasts left fond memories of themselves on the BAM. Their manpower built the stations of Murtygit, Belen'kaya and Mogot.

The Sverdlovsk workers performed with commendable initiative. They decided to complete the construction of stations Kuvykta and Khorogochi in 1981--two years before the railroad line was to go into regular operation.

But, unfortunately, not all the parent workers are showing this kind of attention to the work on the BAM. Especially poor work in looking after their projects has been done by the construction workers from Armenian SSR, Dagestan ASSR, Altayskiy Kray, and Tambovskaya Oblast. These organizations are not properly staffed with workers and are inadequately supplied with materials and structures. The Uzbek and Turkmen SSR's and the Umskaya and Chelyabinskaya oblasts are still taking no part in the construction.

[Question] We talked with many executives and they cited as the chief problem today the disruption in the supply of building materials.

[Answer] Actually, it is no simple matter to supply the construction projects of the mainline with materials when they are many hundreds of kilometers from the supply bases. We are well aware of this fact. We therefore always allot motor transport and people for the delivery and we set up intermediate bases. But, unfortunately, not everything depends on us.

Thus, last year the Ministry of Railways USSR underdelivered to the construction projects about 300,000 cross-ties. Because of this, we were unable to lay more than 60 kilometers of main track in the western sector alone. Instead of the 80 million bricks stipulated by the plan, the enterprises of the Ministry of the Building Materials Industry RSFSR delivered only 60.3 million. In 1980 the Ministry of Timber, Cellulose-Paper and Woodworking Industry underdelivered 19,100 square meters of prefabricated houses.

In the final year of the five-year plan the plants for the manufacture of metal bridge structures were seriously deficient in their deliveries to us. Especially was this true of the Chekhov plant, which delivered less than half of the planned quantity of metal structures.

The construction workers' collectives are exerting a great deal of effort to improve the deliveries. Especially valuable initiative was shown by the collective of the Tyndatransstroy trust in conducting "Workers' Honor Competition."

Included in the competition are dozens of enterprises which make deliveries to BAM. The support, so to speak, extends from the iron ore mine to the packing done by the railroad, i.e., all the stages. This initiative is deserving of thorough support and attention.

[Question] Konstantin Vladimirovich, the BAM is today not only a gigantic construction stage but an already operating installation. Fill us in, if you please, on the pertinent details.

[Answer] The specific nature of the work of the transport construction people is such that some sectors of the mainline begin to operate right after the laying of the tracks. The mainline is turned over by sectors to the Ministry of Railways for regular operation. Of the 3,510 kilometers of main track for the BAM and the BAM-Tynda-Berkakit line 1900 kilometers have now been laid and 600 kilometers have been turned over for regular operation. But we are also trying to make maximum intensive use of the sectors of track which are in temporary operation. This makes available a considerable quantity of motor transport which is engaged in the shipment of construction freight. It ultimately reduces the expenditures for the construction as a whole. Freight for the country's needs are already being shipped through these sectors. Along the "Little BAM" they began shipment of Southern Yakutsk coal even before the road was put into regular operation.

The railroad is stirring up the life of the region. Now being formed in the zone of the mainline are several territorial production complexes: the Southern Yakutsk, the Urgal'skiy and the Komsomol'skiy. There is no question that even before the completion of its construction the BAM will help in beginning the development of the unique natural wealth of this region.

In his greetings to the builders of the mainline Leonid Il'ich Brezhnev emphasized the fact that "traveling along the new mainline are trains carrying coal and timber, building materials and equipment, and other national economic freight."

[Question] Many of the achievements of present-day science are being applied on the BAM. What will the scientists offer to the builders of the mainline in the near future?

[Answer] For years various planning and scientific research institutes studied this region and made suggestions about the potential for the construction of a mainline railroad. A great deal was said and written on the subject. It remains for me to add that from a practical standpoint the mainline being constructed is the first of its kind in the world.

But what is now happening is that in the course of the construction we are encountering problems which we did not previously study and for which we have no recommendations for solutions. The route goes through a very difficult geological zone: frozen turf, high seismicity, discharge of thermal waters, harsh climatic conditions and frequently winter temperature which drops below -60 Centigrade.

The BAM today comprises a unique area. It is a focal point for all the technical innovations which will be employed in the construction and installation work of the future. The scientists helped us to perfect the methods of research and developed new structures, concrete preparations, and polymeric and other materials.

However, it is very important that we receive a great deal of help in resolving various problems. For example, in digging the North Muya tunnel from the western entrance we encountered the discharge of thermal waters and difficult geology. Tunneling work has been discontinued there. But there are still some unresolved problems. We hope to obtain help from the scientists in resolving them.

[Question] And a final question. The "Basic Directions" calls for opening in the current five-year plan period through traffic on the entire length of the BAM. You have already determined the place where the last link of the mainline will be built--the Kodarskiy tunnel, which is in Chitinskaya Oblast. In this connection, Konstantin Vladimirovich, could you describe for us the tasks which the BAM people will have to accomplish in the current five-year plan?

[Answer] In the current five-year plan the volume of some types of construction and installation work will be nearly double what it was in the 10th Five-Year Plan. In the five years we must build more than 1,000 man-made structures of various types, carry out 200 million cubic meters of excavation, and dig through more than 20,000 running meters of tunnels. We will largely complete the construction of the railroad junctions of Tynda and Lena. So that this is a crucial five-year plan in the construction of the mainline.

The land between the Baykal and the Amur has a great future. And hence we must still perform dedicated, serious and competent work. We must work in such a way that our descendents will thank us for the mainline.

Interview conducted by V. Sungorkin and
I. Teterin

Armenian Contribution

Yerevan KOMMUNIST in Russian 30 Jun 81 p 1

[Text] In Growing Rhythm—Things have become quite lively in the construction of the Baykal-Amur Mainline [BAM]. The Lena-Vostochnyy-Kunerma sector, extending for 261 kilometers will be put into operation in time for the 63rd anniversary of the Kom-somol. In this connection the collective of the Armstroy BAM [Armenian BAM Construction Trust], which is building the settlement and station Tayura, is improving its work. KOMMUNIST correspondent A. Shkulev asked Deputy Minister of Industrial Construction of Armenian SSR P. Melikyan, who recently returned from the BAM, to comment on the work of the Armenian construction workers in this critical prestarting period.

The recent period has seen a stepping up of the quantities of building materials and structures coming in to Armstroy BAM as well as an increase in the number of bricklayers, plasterers and concrete workers arriving at the construction project. This is having a positive effect in the matter of stepping up the rates of construction of the settlement and station of Tayura. In the five months of this year we carried out construction and installation work in the amount of 659,400 rubles, including 191,500 in May alone as compared to an average monthly fulfillment of 90,000 rubles in past years.

On the most important construction project—the station—work is being done in two shifts. We are completing the erection of the building and have begun decorating the facade with figured and shaped tufa shipped from Yerevan. On the first level of the station we have begun to install the partition slabs and to lay the floors. However, the Kirnerud trust of the republic's ministry of the building materials industry is delaying the shipment of granite slabs for the finishing of the floors of the station waiting room. The Armstroy BAM construction workers had pledged themselves to turn over the station building for the installation of the STsB [signalization, centralization and blocking] equipment by the beginning of July.

The work on the boiler installation is on a wide front. It entails fastening the pipelines, setting up metal structures in the coalmine conveyer tunnels, and installing KIP [control and measuring units] and automatic devices. The starting up of the boiler installation is planned for the end of August.

The construction of the dwelling houses of the settlement is proceeding on schedule. Five houses are now being used as temporary dwellings by the construction workers, three are nearly completed, and the rest are undergoing finishing and sanitary and technical installation work. Work has been put in operation for 12 dwelling houses with a total area of 5,456 square meters and there is no doubt that it will be ready within the planned period.

Things are not going as well with the vertical planning of the territory of the settlement. Mechanized Column No 34 of the Glavbambstroymekhanizatsiya [Main Administration for Mechanization of BAM Construction] is tasked with carrying out a large volume of excavation work and is under strict instructions to take all measures to

expedite the accomplishment of this work. For the road building work the republic's ministry of motor roads shipped an asphalt mixing unit to Armstroy BAM and a brigade of asphalt workers will soon come to the construction project.

A few days ago Gosstroy RSFSR held a meeting of the construction and parent organizations of BAM. In this meeting they discussed the subject of measures to insure the beginning of operation of the western sector of BAM in time for the 63rd anniversary of the Komsomol. Deputy Minister of Railways USSR and chief of the Glavstroy BAM [Main Administration for BAM Construction] V. K. Makhortov held conferences on the subject of helping the parent organizations in fulfillment of the tasks assigned them. The matter of construction of the settlement and station of Tayura was also reviewed at the meeting of the republic staff for parent organization aid to BAM. Concrete measures were taken to step up the rates of the construction and installation work and to improve the cultural and personal services and the living conditions for the builders of Armstroy BAM.

Underground Water

Moscow EKONOMICHESKAYA GAZETA in Russian No 25, Jun 81 p 15

[Text] The Experiment on the BAM [Baykal-Amur Mainline]—Under very difficult mountainous geological conditions they are cutting a 15-kilometer tunnel through the Northern Muya mountain range. The water is the main enemy of the tunnelers. Its temperature sometimes reaches 40 degrees. The situation is even worse when the miners encounter breaks in the earth's crust. They are quite common in the North Muya range. They have been packed down over the centuries by compressed sand which changes to quicksand under the impact of the water. The powerful mine tunneling machines and pumps get bogged down in it.

The struggle with the underground water has become the No 1 problem for the miners. They have tried dozens of methods in commonly known variants. But not one of them has yielded effective results and the work on the Northern Muya tunnel is now being developed by specialists from the Spetstamponazhgeologiya [Special Geological Tamping] production association from Antratsit. They brought to this area a new tamping technology developed by the Ural devotees—technical measures for combating the water currents.

In the construction of the underground installations two well-known methods were used to check the waters--freezing and tamping--said chief engineer of Spetstamponazhgeologiya N. Tokare, who came to the northern Muya as a member of a group from Antratsit. Freezing is the best of these methods but it will only dam the water currents temporarily.

Tamping is the method most widely used in mining construction. If the cement is able to "set" for more than 10 seconds then it can be considered that success is half assured. If the inrush of water is very strong the cement is not able to "set" and under the pressure of the water the solution is washed back in. To plug up such a well requires the expenditure of a great deal of time, power and means.

The engineers from Antratsit worked out some new prescriptions for tamping solution. The specialists who came to the Northern Mui region are developing the work of suppressing the water currents in the mining operations area around shaft No 3. The miners of Karaganda recently put in operation the first shaft of the Northern Mui tunnel. From it the collective of detachment No 22 of the BAMtonnel'sstroy [Bam Tunnel Construction] Administration began the development of the ore yard. After this is dug, the collective will proceed to the axis of the tunnel and take it in two directions toward the other tunnel detachments.

The collective of engineers and drillers is applying all its strength to the task of beginning the curbing of the underground waters as soon as possible. In the collective the experienced specialists know their business and have gone through a good school of tamping by the new method in many construction projects. The collectives of tunneling detachments are giving the mining detachments a great deal of help at the new site.

Shortcomings Noted

Moscow GUDOK in Russian 11 Jun 81 p 2

[Text] "A Case of Inefficiency--Give the BAM Freight a Green Light"--
The spot check was begun simultaneously on the approach tracks of the largest freight recipients in Severobaykal'sk--the Administration for Production and Technological Manpower (UPTK) of the Nizhneangarsktransstroy [Nizhneangarsk Transport Construction Trust], the Bamtonnel'sstroy [Baykal-Amur Tunnel Construction Trust], the worker supply administration, and at station Nizhneangarsk-1 itself. A careful check showed that the use of the rolling stock and the containers was being handled efficiently in these places. Cars and containers were not being delayed either for loading or unloading. The zealotness of the freight recipients and the railroad workers was gratifying and created the impression that there are no problems. But the problems are there nevertheless.

The construction project is waiting impatiently for the arrival of the freight. Actually, the tank cars with fuel and the cars with components for prefabricated panel houses, cement and ferroconcrete are stuck en route between the Lena and Kumerma. Because of this, part of the motor vehicle fleet is bogged down, the bridge machines are idle, and the schedule for concreting the tunnels is disrupted.

Whoever we talked to from among the Northern Baykal freight recipients were unanimous in saying in disillusionment that it is difficult to work with the MPS [Ministry of Railways]. The Angarstroy [Angara Construction Trust] department for temporary operation has been luckier with its freight.

It is easy to understand the thinking of the construction people. Constantly increasing the rates of the work which daily encompasses thousands of tons of all kinds of freight, with the transfer of the line to the MPS, they naturally would like all the problems to disappear immediately and the freight to pour into Severobaykal'sk in a torrent without hindrance. But the miracle is not taking place. Nor is their disappointment at all justified. After all, in the brief period of its existence the new department raised the shipment process to a

qualitatively new high level. Considerably more freight is now being shipped as compared to last year. The average weight of the train is half again as great and the railroad car turnover and the average daily run of the locomotive have been speeded up. But it has turned out that little of this has accrued to today's construction project. And when the shipment could have been accelerated for the necessary materials which have almost reached their destination, the railroad builders would sometimes have a locomotive go out of order and sometimes have a car malfunction and the train would have to proceed on its run with a speed of not more than 10 kilometers an hour.

GUDOK has repeatedly discussed the problems of delivering freight in the Lena-Severobaykal'sk sector. Unfortunately little of this has changed. There is always a shortage of locomotives and the BAM is still unable to obtain high-powered portable machines capable of reliable operation under mountain conditions and in intense frosts. The locomotive repair base at the car maintenance points is always inadequate. All these deficiencies are not offset by the exuberance of the machine operators, dispatchers, and filters. What is needed is effective help from the ministry.

The "Basic Directions of the Economic and Social Development of the USSR in 1981-1985 and in the Period up to 1990" sets forth the goal of opening the operational movement of trains on the entire length of the Baykal-Amur Mainline in the 11th Five-Year Plan. A great deal of work lies ahead of us. And only close cooperation between the construction people and the railroad people will help us to accomplish the complex state task within the prescribed time. There is cooperation but it cannot always be called close.

In the recent period the question of container deliveries has become a particularly acute one. The Buryat sector of BAM gets one-fourth of all its freight in containers. Since the Severobaykal'sk department has not as yet been put into regular operation and the last station on which there is a container platform is the Lena on the East Siberian Railroad, it is there that they send all the containers going to the builders. At Lena the representatives of the Severobaykal'sk organizations disparage these platforms and ship their freight in part by railroad cars and in part by motor transport.

In the first place, we don't see why, with the available mainline, it is still necessary to use motor vehicles. It makes the food too expensive to ship the products 340 kilometers on the well-worn temporary roads. Because the railroad workers of the East Siberian Railroad have not supplied the construction workers with a full quantity of rolling stock, the UPTK of Bamtonnel'stroy alone is forced to use truck transport to transfer 25-30 percent of all the freight it receives. In addition, the overloading and the jolting en route make the equipment shipped unfit for use.

This is one aspect of the matter. The other is that 12 hours after the customer is notified about the arrival of the containers, the penalty against him, as inexorably as a snowball, begins to run its course. The regulation is a valid one. But its operation is geared for normal conditions of work of both the railroads and the freight recipients. On the BAM this regulation becomes absurd. From Lena to Severobaykal'sk alone the trips on motor vehicles take 12-14 hours.

It is obvious that even the most efficient freight recipients cannot manage within the prescribed time limits. It is easy to imagine what incredible fines the construction people have to pay. No whit less are the penalties paid for the containers which are shipped on MPS cars. The cars in the sector move more slowly--weeks and sometimes even months. And the fines, as with people at fault, are levied against the construction people. Last year alone the URS [workers' supply administration] of Nizhneangarsktransstroy for practically no reason laid out 114,000 rubles from its own pocket.

This was the procedure when the OVE [possibly, organizatsiya vagonoekspluatatsiya [railroad car utilization organization]] was in existence. And for some reason it has remained even today. Although it would obviously have been necessary to organize the disposal of the containers, not at station Lena, but at Severobaykal'sk. But there they confronted us with the objection that they still had no container platform. And the railroad people were again to blame for this. They, the customers, were supposed to provide for the platform structure. And it turned out that they did not even have the planning and estimate documentation for the construction of the installation.

The freight recipients are ready to unload with their own manpower, as is now being done. The UPTK of Bamtonnel'sstroy and Nizhneangarsktransstroy have set up good container facilities in which they are able to perform all the unloading operations rapidly. So why not take a step to meet them halfway? After all, the operation stands only to gain from this.

As was shown by the check, the construction workers of the Buryat sector of BAM are sometimes thrown off their work rhythm by the lack of coordination in the operations of the railroad workers and the interdepartmental actions at the Lena junction. Suddenly the freight in containers stopped coming to the Severobaykal'sk people. It seemed that at station Lena they had crossed them off the list of freight recipients. The plants and factories began to bombard Severobaykal'sk with anxious telegrams: in Novokuznetsk they are unable to ship a thousand tons of reinforced steel, in Donetsk electrical equipment, etc. Tens of thousands of tons of building materials, food products and consumer goods, which they were waiting for impatiently on the BAM, have accumulated in the warehouses of the enterprises.

And this is what happened. When the Severobaykal'sk branch was set up, the executives of the East Siberian Railroad, unaware of the situation, decided that since the branch had come into being, let it also handle its containers. This led to a serious defect in the construction. Unfortunately, no one was held responsible for this bungling.

At the beginning of the construction of the mainline the train traffic on the railroad line obtained wide scope under the slogan "A green light for the BAM freight." We note that, unfortunately, the railroad workers have now forgotten this remarkable slogan. The cars are moving too slowly. After long and trying experiences on the roads they accumulate at Lena and wait for months when they press them into further progress on the route. In order to somehow cut down its fleet of cars, the East Siberian Railroad from time to time tries to get a ministry ban on shipment of freight for the BAM. It is time to do away with the practice of announcing agreements, a practice which has proved valueless and, instead of this, helping the new branch road in establishing a locomotive fleet which meets the requirements.

And this would not prevent the neighbors--the executives of the East Siberian and the Baykal-Amur Mainlines--from jointly reviewing the problems of the Lena junction, the controversial issues, and the matter of setting up a "green light" for the freight going to BAM.

Participants in the spot check: V. Shvetsov--inspector at the Severobaykal'sk Rayon Committee of People's Control; B. Balbarov--chief of staff of the Komsomol Central Committee in the Buryat sector; B. Kuziyev--correspondent of the newspaper MOLODEZH BURYATII; V. I. Korol-kov--correspondent of GUDOK--Severobaykal'sk.

Needed Material Lacking

Moscow GUDOK in Russian 17 Jun 81 p 2

[Text] Intensity of Traffic--Dear Editors!

The soldier builders of the Baykal-Amur Mainline are addressing themselves to you. Inspired, as are all the Soviet people, by the historic decisions of the 26th Party Congress, they have enrolled in socialist competition for prescheduled fulfillment of the assignments of the first year of the 11th Five-Year Plan. We are proud of the fact that we are fulfilling our obligations with honor.

But here is the trouble: in May the labor productivity in our subdivision fell off considerably. And it was through no fault of ours. The spokes in our wheels, so to speak, were put there by the Urgal'sk branch of the Baykal-Amur Railroad, which is not providing us with the "windows" for the construction of the LEP [electric power line]. They have informed us that there is an order from two ministries--the railway ministry and the transport construction ministry--which clearly calls for the mandatory allotment to us of eight-hour "windows" during the daylight period of the day. But this directive is, unfortunately, being regularly ignored. Thus in May in 19 days they furnished four "windows," each from two to four hours. It is absurd to say that they are alluding to the intensity of the traffic. This despite the consideration of the number of trains a day!

All this is causing endless delays in getting two trench diggers and we have to dig the trenches by hand. And we have to do it several times for each of them because they cave in as a result of the failure to install the reinforced concrete on time. And at station Postyshevo the locomotive and the crane are not operative.

The situation has turned out strangely. It would seem possible to exploit with maximum effectiveness the currently favorable conditions for construction. And then they put farfetched obstacles in our way.

[Signed] Soldier railroad workers Arsikirayev, Davletmurzayev, Malayev, Yunusov, Trukhachev, Kharchenko, Saytiyev, Shaydayev, Dzhamalov.

RAILROAD

BRIEFS

FINNISH PRESS: CAR SHORTAGE--Kotka--A severe shortage of railroad cars is slowing down shipments of the wood processing industry to the Soviet Union. In recent days only half of the number of railroad cars ordered have been provided for industrial use. Managing Director Tuure Lahermaa of Transfennica, the transportation organization of the forest industry, predicted an inextricable dilemma unless more cars are obtained within the next 2 weeks. The shortage of closed railroad cars has caused the most difficulties for those enterprises which ship the majority of their production to the Soviet Union. The largest user of Soviet railroad cars is the paper industry. According to Lahermaa a portion of the cellulose shipments have been transferred to open cars. "Shipments over water have also been somewhat increased, but these means do not resolve the problem." The shortage of railroad cars has been an almost annual problem for the wood processing industry in the fall. This fall the inspections for beetles conducted by the Farm Administration at the border stations of Imatrankoski and Vainikkala have slowed down the importing of closed railroad cars. Contaminated cars have been turned back at the border since they have been found to contain Colorado beetles, which destroy roots. As a result of inspections conducted by the Railroad Administration and the Farm Administration, approximately 200 cars were turned back in September. All railroad cars were inspected in the beginning of September, but now for the time being inspections are being conducted randomly at the border stations. Imatrankoski Station Chief Eino Kononen states that cleaner cars are now coming across the border, but fewer than before. The daily deficit is approximately 80 cars. [Text] [Helsinki HELSINGIN SANOMAT in Finnish 24 Sep 81 p 26] 10576

OCEAN AND RIVER

MOTOR SHIPS 'MOSKVA', 'ZAPYA' PICTURED

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 29 Aug 81 p 2

[Photo caption]



The motor-ships "Moskva" and "Zapya," which were awarded the state sign of quality, are being manufactured at the Moscow ship-building and ship-repair plant.

CSO: 1829/08

OCEAN AND RIVER

USSR-BULGARIAN AGREEMENT ON SERVICING FERRYBOATS PENDING

Moscow MORSKOY FLOT in Russian No 8, Aug 81 pp 47-49

[Article by V. Lvov'skiy of the Black Sea Central Planning and Design Bureau]:
"Technical Servicing of Ferries"]

[Text] Regularly scheduled trips of railroad ferries have reduced by thousands of kilometers the journeys of crews engaged in the international hauling of cargo between the People's Republic of Bulgaria and the USSR. Over this sea "bridge" every year seamen and railroad workers transport about 2 million tons of national economic cargoes, providing significant economic benefit and raising the effectiveness of railroad car utilization.

Two Bulgarian and two Soviet vessels comprise the "conveyor belt" between the ports of Il'ichevsk and Varna. Ferryboats leave their piers strictly in accordance with schedule. From there, all stages of their further travel are also strictly regulated. Today, a round-trip takes 60 hours. Plans call for the reduction of this time to 54 hours through improving the work of these ferry crossings.

The intensive operation of ferries and the large losses caused by the compulsory withdrawal of each ship from service for servicing condition the special significance which is attached to the rational organization of ferryboat technical servicing (TO).

As applied to ferryboats, the technical servicing task consists of facilitating the uninterrupted work of vessels all during the inter-repair period of the operation-repair cycle (ERTS) planned for them. The period between regularly-scheduled shipyard (formerly minor) repair work or between completion of construction and first shipyard repairs has been adopted for this operation-repair cycle.

During the 11th Five-Year Plan period, a four-year operation-repair cycle has been projected for Soviet Ferryboats. The structure of this operation-repair cycle is approximately as follows. During the first year of the cycle, the vessel is taken out of service for 12 days in all for the carrying out of inter-trip repairs. Withdrawals from service lasting 3-4 days are called for after the ferry has been in operation for 3 months. The length of withdrawal from service during the second year is 20 days, with 6 of those devoted to inter-trip repairs and 14 to dry-dock repairs called for at the end of the second year. The third year of the cycle repeats that of the first, except that there is an increase to 16 days in all in the length of time the vessel is taken out of service for inter-trip repairs.

During the fourth year, shipyard repairs lasting 55 days are wound up, with several inter-trip repair periods of 8-10 days' duration also occurring during the course of the year.

The average yearly ship operation period over the four-year operation-repair cycle under this repair plan is 336 days.

A railroad ferryboat is a complex engineering structure. A considerable volume of technical servicing should therefore be carried out in order to facilitate the working order of all of its components and technical equipment during the period between the time each of the vessels is taken out of operation. For Soviet ferryboats of the "Geroy Shipkin" type, which were built in Yugoslavia, the annual technical service work volume should be 62,774 man-hours, which includes 16,805 man-hours of work on the hull, 2,179 man-hours of work on fire-fighting equipment, 28,746 man-hours of work on shipboard mechanical equipment and engines, 13,364 man-hours of work on electrical equipment, 1,212 man-hours of work on radio and radio-navigation equipment, and 468 man-hours of work on electronavigation equipment. For Bulgarian ferryboats of the "Geroy Odessa" type, the annual volume of technical service work is approximately 60,000 man-hours.

An entire complex of documents on technical servicing list the ship designs and technical means which need servicing, the composition of the technical servicing to be performed on them, the man-hours to be spent on this work, the periodicity of its fulfillment, the possible executors of this work, as well as the nomenclature of the repair material and spare parts needed to do this technical servicing. The Black Sea Central Planning and Design Bureau works out these documents for Soviet ferries while the Bulgarian Institute of Water Transport develops them for the Bulgarian ferryboats.

Ministry of the Maritime Fleet documents provide that the technical servicing of ferryboats, as well as of other merchant fleet vessels, be performed on an uninterrupted basis and that it include both planned and preventive work. The principles of this planned-preventive system are sufficiently well known and do not require any explanation. The uninterrupted nature of service plans facilitates the carrying out of the technical servicing of these vessels both during the period of their navigation and production stopovers as well as during the time they have been taken out of service for repairs.

Ship's crews carry out a significant portion of this ferryboat technical servicing. With a ferryboat crew (including the loading-unloading brigade) of 55 and a 60-hour round trip schedule, ship specialists perform 51 percent of the annual technical servicing work volume. The remaining technical services are to be provided by shore-based ship repair enterprises, which do ferryboat technical servicing during the time when they have been taken out of service for repairs, during production stopover periods, as well as during trips by specialists assigned to those vessels.

During the time a ferryboat is under repair, in addition to regular repair work, it is possible for another 6 percent of the annual volume of technical service work to be carried out on it. The remaining 43 percent (27,000 man-hours) of the annual technical service volume should be fulfilled by shorebased ship repair

enterprises during the period of production stopovers for ferryboats or by assigning ship repair specialists to travel with the vessels and to do their work there.

Time spent by the ferryboat in operation is divided almost evenly between navigation and its stay in port. From the point of view of technical service production, time spent in port is more valuable than navigation time, inasmuch as the number of brigade specialists sent to travel with the ship is considerably less than the ship-repair people who can all work on the ship at the same time during loading operations in port. That is why it is so important that every hour which the ferryboats stand tied up to a pier be used productively for technical servicing.

It is impossible to achieve the desired results, however, without international cooperation in carrying out such servicing because one-half of the layover time for every ferryboat is spent at a pier in a foreign port. Usual methods used in the organization of urgent repair work aboard foreign vessels has proven to be ineffective for ferryboats because their stopover in port is too short.

Considering these facts, the Bulgarian Maritime Fleet Steamship Line and the Black Sea Steamship Line worked out in 1980 the basic conditions for an agreement on the mutual technical servicing of railroad ferries plying the Il'ichevsk-Varna route.

Plans call for shore-based ship-repair enterprises of both parties to carry out technical service work on every ferry involving an over-all labor consumption of 6,600 manhours (11 per cent of the over-all ferryboat technical service volume).

Bulgarian shore ship-repair facilities will service ferryboat hydraulic drive systems for lifting railroad cars, railroad switches, side ports, ventilation channel covers, plus ship system armature. In addition, these enterprises will do the technical servicing of shipboard engines and will do a portion of the painting work.

Black Sea Steamship Line shore-based repair enterprises have taken upon themselves the servicing of main engines, the diesel engines which serve shipboard power stations, automation equipment connected with power units and loading facilities, communications and electronavigation equipment, as well as control and measurement instruments.

In addition to this, plans for the technical service work of shore-based repair facilities call for the carrying out of a balanced volume of urgent repair work within the framework of mutual servicing of ferryboats. The labor expended upon this urgent repair work by Bulgarian ship repair enterprises on vessels of the Black Sea Steamship Line for one year is to be equal to that of the same work to be done on ferries of the Bulgarian Maritime Fleet by the Soviet side. The Black Sea Steamship Line is to make appropriate payment to shore-based ship repair enterprises for repair services rendered Bulgarian ferries. In connection with these conditions, the agreement sets up a procedure for calculating the expenditure of labor used in the fulfillment of this work when balances between the two sides are checked.

The amount of labor used in the fulfillment of repair work, which is calculated by every ship-repair enterprise in units usually used for the measurement of labor consumption, is expressed in man-hours, increasing its calculated significance upon the transfer factor. Within the next two years, the size of the transfer factor for Soviet enterprises is to be set at 0.6, with that of Bulgarian enterprises to be set at 0.65.

In the initial period following conclusion of the agreement, shore-based repair enterprises of both parties will carry out the servicing of ferryboats tied up at piers or anchored in port and will also look after individual technical components of these vessels which have been left behind at those enterprises while they are being repaired. As the system of mutual servicing improves, repair facilities will also send their specialists off on trips with the vessels to complete work begun while the ships were tied up in port.

Terms of the agreement provide that technical service work will be carried out on a planned-preventive basis, with urgent repairs performed as the circumstances occur.

The nomenclature, composition, periodicity and labor expenditure involved in technical servicing is to be determined by special registers dealing with the technical servicing of ferryboats and issued by shore-based ship-repair enterprises. During the two-month period following conclusion of the agreement, both sides will exchange such registers. In addition to this, ferryboat directors are to submit quarterly requests for all technical service work being planned. Such repair orders or requests are to be in the hands of steamship line technical service components one month prior to the beginning of the quarter for which the order is being drawn. Quarterly repair orders are necessary in order to ready production at shore repair facilities for them. These quarterly technical service plans will be made more precise through monthly orders or requests for vessel servicing during production stopovers, these to be submitted 5 days prior to the beginning of the month, the plan for which is being defined.

Requests for servicing ferries while they are at sea are to be submitted no later than 15 days prior to the time for the desired arrival of specialists aboard ship. An order for urgent repair work is to be submitted to the proper shore repair facility by radio as the ferryboat moves toward the port in which it is to be serviced. Submission of such a request after the vessel is tied up at a pier is to be permitted. Following review of requests submitted by vessels, shore-based ship-repair enterprises are to notify ferryboat directors of their full or partial acceptance. Lack of notification of the acceptance of repair orders is equivalent to refusal to carry out technical servicing.

With every approach of the ferryboat to port the vessel's directors are to check with representatives of shore repair facilities as to the list of work planned for the ship's stopover at its port of destination. The result of such discussion is the working out of a document plus certain conditions for organizing the technical servicing of ferryboats.

Shore-based ship-repair enterprises of both sides are to organize specialized complex brigades capable of around-the-clock work production, with a succession of shifts and with one responsible brigade leader. Brigade specialization is to be achieved through the simultaneous inclusion of several professions within the brigade. In addition to such brigades, these enterprises are to form groups of engineering-technical workers to organize and to manage ferryboat technical servicing.

Materials necessary for the performance of technical servicing are to be provided by shore repair facilities if the ferries are to be serviced during production stopovers.

Where the ships are serviced during the course of their journeys, provision of the material necessary to carry out such work is the responsibility of the ship's owner through the ship's directors. Spare parts or technical means from the exchange funds of shore repair facilities are to be provided by the ship's directors or other representatives of the ship's owners.

In order to reduce schedules for the carrying out of technical service work, this through use of the aggregate work method, the steamship line of the ship's owner is to acquire for its ferryboats the proper technical means from the exchange fund. Replacement of technical means and their units with new (repaired) equipment from the fund indicated is to be done by shore repair facilities after reaching an agreement with the vessel's owner.

Technical control functions in the acceptance of technical service work and urgent repairs are to be exercised by the ship's directors. The work done is to be formulated in formal documents on the acceptance and turnover of the vessel. In addition to this, shore-based ship-repair enterprises are to specify the work which they have done in technical service registers which they submit to the ship's owners. A separate set of technical service registers is to be kept for each ferryboat.

Mutual technical servicing of ferryboats is to be carried out, on the Soviet side, by the Fleet Technical Services Base and the Il'ichevsk Ship-Repair Yard of the Black Sea Steamship Line and, on the Bulgarian side, by the ship-repair shops of the Bulgarian Maritime Fleet and the Ship-Repair Yard in Varna which, together with the steamship line, belongs to the "Vodnyy Transport" Economic Production Association. Inasmuch as, under the terms of the agreement, certain paragraphs spell out the obligations of shore repair facilities, it has been proposed that ship-repair yards on both sides will participate as full and equal members, on the same basis as steamship lines. On the Bulgarian side, participation of the "Vodnyy Transport" Association in the agreement also has been proposed. Expansion of the composition of agreement participants will allow us to make a final specification of the conditions acceptable to all links in this system of mutual servicing and will facilitate the uninterrupted functioning of that system.

In January 1981, a more precise edition of agreement conditions, one which considers all aspects of the problems involved in the creation of a system for the mutual servicing of ferryboats, was reviewed by the Soviet side and submitted for study to the Bulgarian side. Conclusion of the agreement on mutual servicing will create the conditions necessary for expansion and improvement of our national systems for the technical servicing of railroad ferries on the basis of international cooperation.

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MISCELLANEOUS

DECREE ON CARGO VANDALISM

Moscow GUDOK in Russian 16 Sep 81 p 2

[Text] The USSR Supreme Soviet Presidium has issued an Ukase "On Administrative Responsibility for Violating Regulations Aimed At Ensuring the Protection of Freight in Transport."

The ukase establishes the administrative responsibility of citizens in the form of fines for the following violations of regulations aimed at ensuring the protection of freight in rail, water, air and motor transport:

- damaging rolling stock, containers, floating or other means of transport intended for shipping freight, as well as transport fixtures -- up to 50 rubles;

- damaging seals or latches on freight cars, motor vehicles, trailers, containers, holds or other cargo areas in water transport means, tearing labels off them, damaging individual cargo bays or crates, stacks, freightyard fences, railroad stations, truck stations, container centers (yards), ports (docks) or warehouses used for operations connected with freight shipment, as well as staying in freightyards, container centers (yards), port (dock) cargo areas (sectors), sluices or the above-mentioned warehouses without proper permission -- up to 30 rubles.

Citizens guilty of the violations outlined in this article are administratively responsible if these violations do not, by their nature, involve criminal responsibility under existing legislation.

Fines for violations outlined in Article 1 of the Ukase (excluding violations concerning motor transport) are imposed by the chief of the railroad station or port or his deputy, by the chief of the wharf, sluice or port region, by the captain of a seagoing vessel, by civil aviation officials in accordance with the USSR Air Code, by the senior militarized defense official of the region in which the station or port (wharf) is located, or by the internal affairs chief or his deputy on a given means of transport.

Fines can be imposed by the indicated persons in the performance of their duties and only for violations of those rules supervision of whose observance has been entrusted to them.

For violations of regulations aimed at ensuring the protection of freight in motor transport, fines are imposed by administrative commissions attached to the executive committees of rayon, city, city rayon, settlement and village Soviets of People's Deputies.

Grounds for reviewing cases of the violations outlined by Article 1 of the ukase is a statement drawn up by authorized officials of railroad, water, air or motor transport or those of an organ of internal affairs.

Corresponding changes have been made in the USSR Air Code.

The Union republic Supreme Soviet Presidiums have been instructed to make the changes stemming from this ukase in existing Union republic legislation.

The Ministry of Railways has instructed its road and division chiefs to communicate this USSR Supreme Soviet Presidium ukase to railroad workers, to do the necessary work among the population to prevent violations of regulations aimed at ensuring the protection of freight and to take steps to ensure strict observance of legislation on administrative law violations in rail transport.

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27 Oct 1981

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